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REPORT NO. [redacted]

50X1

50X1

COUNTRY Czechoslovakia
SUBJECT Line (Dobransy) Military Airfield

DATE DISTR. 4 May 1954
NO. OF PAGES 16

DATE OF INFORMATION [redacted]
PLACE ACQUIRED [redacted]

REFERENCES:

50X1

THIS IS UNEVALUATED INFORMATION

SOURCE

50X1

[redacted]

I. IDENTIFICATION DATA:

Reference is made to Point 10, Enclosure 1, [redacted] which identifies the airfield at Line.

II. SITE LAYOUT:

Reference is made to Enclosure 1, this report, [redacted] Line 50X1
(Dobransy) Airfield [N 49-40, E 13-17] on which [redacted] 50X1

Point 1. Three Embankments: made of fine gravel; 60 m. long, 2 m. wide, 75 cm. high, about 30 m. from steel planking, Point 3; embankments were 20 m. apart; built in May 1953. The purpose of these embankments was to stop the aircraft if its brakes failed. 50X1

Point 2. Anti-Aircraft Gun Position: military personnel referred to it as KOP. (meaning of abbreviations unknown [redacted])

Refer to Enclosure No. 2, [redacted] Sketch of the AAA position 50X1
On top of an earth fill was an anti-aircraft gun, caliber unknown [redacted] covered with green cloth. Next to the gun position was an observation post with tar-paper gable roof and glass walls where a guard was on duty for 24 hours a day. It was also rumored that underground sleeping quarters had been built for the personnel manning the gun positions. [redacted] 50X1

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Point 3. Steel Planking: at each end of runway; about 40 m. long, 60 m. wide, made of steel planks 2 x 1/2 m., about 3 mm. thick, with holes of about 12 to 15 cm. in diameter. [redacted] 50X1 was not certain but was of the opinion that the planking was painted green. It was of German origin. Steel planking at each end of the runway was constructed in May 1953. [redacted] reported that the steel planking was very seldom used as its usage was considered a poor landing on the part of the pilot, and [redacted] that pilots received written and oral reprimands whenever this steel planking was used for landing.

Point 4. Runway: constructed of rectangular concrete blocks (dimensions unknown [redacted] Runway was about 2,000 m. long and 60 m. wide, built sometime in 1951 or before. Extensibility was possible only on the east side. Not far from the west end of the runway was a rather steep slope. Maximum weight-bearing capacity of the runway was unknown [redacted] 50X1 concrete covered drainage ditches (depth unknown), 35 cm. wide [redacted] 50X1 were along both sides of the runway, as well as along the taxi strip, Point 7. These ditches had openings of 25 x 8 cm. about 15 to 20 cm. apart. [redacted]

Point 5. Hardstand: for parking of an alert flight of four aircraft [redacted] 50X1 Hardstands were on both ends of the runway constructed of same steel planking as Point 3. They were 10 m. wide, 200 to 225 m. long in north-northwest direction. South-southeast length unknown [redacted]

Point 6. Space: clay soil; oats and grass were sown in order to make soil hard. There were three empty spaces here. The middle one was somewhat larger, as shown on the sketch.

Point 7. Taxi Strip: made of concrete blocks; about 25 m. wide; well kept, good condition; same type of artificial drainage on both sides as along runway, Point 4.

Point 8. Taxi Strip: concrete blocks; about 25 m. wide, with artificial drainage along sides as along runway, Point 4.

Point 9. AAA Gun Position: same type and constructional details as gun position, Point 2.

Point 10. Hardstand: same constructional details as hardstand, Point 5.

Point 11. Place where mobile generator unit was parked. It produced its own white, rotating light of unknown strength, and served to facilitate night landings. Trucks were of Soviet origin, of GAZ designation, painted green. They were connected by field telephone with the radio mobile unit parked at taxi strip, Point 12. [redacted] 50X1

Point 12. Taxi Strip: constructed of concrete blocks; 70 to 100 m. long, 25 m. wide. [redacted] 50X1 radio mobile unit parked there which was used for landing of aircraft. [redacted] 50X1

Besides the radio mobile unit, [redacted] 50X1 an ambulance, fire truck, and a caterpillar vehicle, for towing aircraft in case of accident, parked at this taxi strip.

Point 13. Forest: 15-to-20-m. high coniferous trees on east, north, and west part of airfield as shown on the sketch.

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- Point 14. Steel Planking: on the east end of the runway; same type and constructional details as planking, Point 3.
- Point 15. Barrack: wooden; tar-paper low-pitched gable roof; dimensions unknown [redacted] housed people working on mobile generator trucks.
- Point 16. Place where second mobile generator unit was parked; refer to Point 11.
- Point 17. Three Embankments: same type and details as embankments, Point 1.
- Point 18. Place where third mobile generator unit was located. For details refer to Point 11.
- Point 19. Fence: mesh with barbed wire on top; 180 to 200 cm. high; surrounded airfield on north, west, and east sides.
- Point 20. POL Storages: two in number; LRX-52 jet fuel, quantity unknown [redacted] was stored there. Bunker-type, reinforced concrete construction, half-round top covered with dirt and sown over with grass, storages protruded about five meters above ground, oval shape; the larger measured about 20 to 25 m. in diameter and the smaller 10 to 15 m. in diameter; Source could not tell where entrances were located. Storage B was approximately 20 m. south of road, Point 22, and 50 m. west of fence, Point 19. They were built in September 1953. Source passed by them a few times.
- Point 21. House: wooden, single-story, dimensions unknown; low-pitched tar-paper roof; contained one room with three beds where three guards lived who guarded entrance on road to airfield. Guards were on duty 24 hours, taking turns every four hours.
- Point 22. Highway: eight meters wide, asphalt, fruit trees and drainage ditches on sides; led from Nova Ves to airfield.
- Point 23. Pond: shallow; muddy bottom.
- Point 24. AAA Gun Position: same type and constructional details as gun position, Point 2. 50X1
- Point 25. Taxi Strip: constructed of concrete blocks, about 30 m. wide, could accommodate 13 to 15 MIG-15 aircraft. [redacted] 8 or 10 electrical receptacles emplaced in the concrete (about 13 m. apart). Engines were started by means of a cable leading from the aircraft which was plugged into these receptacles. Eight or ten engines could have been started at one time. Source of power was a generator located at Point 28. These receptacles for starting up the jet engines were constructed in May 1953, and, [redacted] 50X1 they were quite a sensation on the airfield. The attached 50X1 Soviet personnel on the airfield [redacted] was most amazed at this "invention", as Source called it, and said that none of the Soviet airfields had anything like this. [redacted] no further information.
- Point 26. Bore-sighting range: eight meters high, half-round shape, constructed of bulky stones mixed with clay, tapered to top, about 15 m. wide at bottom. This bore-sighting range was used for loading of ammunition. [redacted] any 50X1 firing. [redacted] no further information.

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50X1 Point 27. Concrete Place: where aircraft were parked while being loaded with ammunition. Aircraft was about 150 m. from the bore-sighting range. [redacted] no further information.

Point 28. Place where mobile generator unit was located. It produced power of unknown capacity by means of underground cables to the jet start-up area, Point 25.

Point 29. Taxi Strip: asphalt; 15 m. wide, 150 m. long; led from strip, Point 25, to bore-sighting range, Point 26. Natural drainage along sides.

Point 30. Barrack: wooden, single story, 10 x 8 x 3 m.; tar-paper, low-pitched gable roof; three rooms with 10 beds; accommodated night alert crew (pilots and mechanics). Barrack was equipped with a telephone which was connected with the base operations and the radio mobile unit parked at taxi strip, Point 12. 50X1

Point 31. Two Barracks: wooden, six by four by three meters; tar-paper, low-pitched gable roof; each with one room only. [redacted] could not tell who was accommodated there.

Point 32. Parking Place: constructed of steel planking, 60 x 20 m.; tow trucks, POL trucks, and various other vehicles were parked there during flying time.

Point 33. Place where 8 or 10 mobile (truck) shops were parked: area measured 150 by 100 m. and was constructed of concrete blocks. These mobile shops were regular Tatra trucks painted green 50X1 and were stationed permanently at this place. [redacted]

50X1 [redacted] such mobile shops attached directly to a 50X1 division were called POL-1, and those assigned to different regiments were designated as POL-4. [redacted] al 50X1 8 or 10 mobile shops at Line Airfield were POL-1's and attached to the 3rd Air Div. It was rumored on the air base that sometime in January 1954, POL-4 mobile shops were to be distributed to all the fighter regiments in the division, one for each regiment. The 16th Fighter Regt. already had its personnel for the POL-4 shop, and in the meantime, it was 50X1 working in the divisional mobile shops. [redacted] the POL-4 destined for the 16th Fighter Regt. which still lack 50X1 all the necessary equipment. Personnel for the regimental POL-4 will consist of: POL-4 Commander, welder, lathe operator, plumber, cabinet maker, painter, and upholsterer. [redacted] no further information.

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- Point 37. Shed: wooden; tar-paper shed-type roof; dimensions unknown; Shed was rather long, rectangular-shaped, divided into several compartments. Each compartment stored various tools and instruments for one aircraft. This shed belonged to the hangar of the 8th Fighter Regt. Among the articles stored in each compartment were trestles, a ladder, a gun-carriage cart, and an APU cart.
- Point 38. Hangar: of the 8th Fighter Regt., steel-reinforced concrete; 100 x 45 x 12 m.; tar-paper shed-type roof; hangar door was of corrugated sheet iron and was divided into several sections. Each section could pivot 90 degrees and roll to any length of the hangar. Hangar could accommodate one regiment's aircraft. All three hangars, Points 38, 44, 53, were of the same type and constructional details. Hangar, Point 38, was the newest one of the three, flooring and offices were not yet finished. Hangar, Point 53, was completely finished; its flooring was concrete and the office had parquet flooring. Flooring in hangar, Point 43, was not yet finished. Refer to Enclosure No. 3, Source's Memory Sketch of the hangar. no further information.
- Point 39. Apron: made of concrete blocks; 50 m. wide; well kept.
- Point 40. Building: brick; tar-paper, shed-type roof; 40 x 20 x 4 m.; accumulator station.
- Point 41. Control Tower: of the 16th Fighter Regt.; brick, two-story; 40 x 15 x 8 m.; on top of building was a glassy, pentagonal tower, about three meters high, not yet in operation. a transmitter, No. 16, of German origin was located there. Control tower building was constructed in October 1953. In January 1954 only the operations room of the 16th Fighter Regt. was furnished. Antenna on top of the tower was also constructed. Refer to Enclosure No. 4, Sketch of the Control Tower. no further information.
- Point 42. Shed: same type and constructional details as shed, Point 37. It belonged to the hangar of the 16th Fighter Regt.
- Point 43. Hangar: of the 16th Fighter Regt.; same dimensions and constructional details as shed, Point 38.
- Point 44. Apron: same dimensions and constructional details as apron, Point 39.
- Point 45. Building: wooden, two-story; roof and dimensions unknown; built in 1953. Not yet furnished.
- Point 46. Building: wooden, single-story, dimensions unknown; housed canteen for civilian employees.
- Point 47. Building: old, brick, two-story; family-type building; dimensions and purpose unknown.
- Point 48. Fuel Tank: for LRX-52 jet fuel; about six meters long, two meters in diameter; about half of the tank was emplaced in the ground; visible part of tank was painted white. Pipes from the tank led to hardstand, Point 49, where aircraft was refueled. no further information.
- Point 49. Hardstand: same type and dimensions as hardstand, Point 35.

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- Point 50. Transformer Station: built in 1953; brick; low-pitched, tar-paper, gable roof; three by three by five meters.
- Point 51. Shed: same type and constructional details as shed, Point 37. It belonged to the 5th Fighter Regt.
- Point 52. POL Storage: same constructional details and dimensions as POL storages, Point 20; not guarded.
- Point 53. Hangar: of the 5th Fighter Regt.; same dimensions and constructional details as hangar, Point 38; [] no further information.
- Point 54. Apron: concrete blocks; 50 m. wide.
- Point 55. Air Compressor Station. 50X1
- Point 56. Storage: barrack-type construction; wooden; 20 x 8 x 3 m.; tar-paper, low-pitched, gable roof; not guarded. [] not know what was stored there.
- Point 57. Two Storages: same type as storage, Point 56, but somewhat larger. [] one building belonged to the 14th and the other to the 18th Supporting Battalions (Prapor). Source had no further information.
- Point 58. Weather Station called METEOR: old; wooden; dimensions unknown []
- Point 59. Enclosure: 150 x 35 m. area, divided into two sections. It belonged to the 18th, 14th, and the 20th Supporting Battalions. There were storages for oil, gasoline, and other lubricants; quantity unknown [] Fuel from rail tank cars was transferred to fuel trucks at this point. 50X1
- Point 60. Barracks: same type and construction as barrack, Point 30. Barracks housed mechanics and pilots during alert No. 2. Alert No. 1 meant that the pilot was in the aircraft and waited for further instructions from the operations section. Alert No. 2 meant that the crew was in the near vicinity of the aircraft, for example, in the barracks.
- Point 61. Parking Lot: clay-surfaced, 150 x 50 m. area; all kinds of vehicles from the 18th Supporting Battalion were parked there.
- Point 62. Parking Lot: belonged to the 14th Supporting Battalion; same size as parking lot, Point 61.
- Point 63. Railroad Spur: double track; led from Nyrany \angle N 49-43, E 13-12/ railroad station to the airfield.
- Point 64. Hardstand: similar to strip, Point 25, except for the electrical receptacles for starting the engine as at Point 25. The 5th Fighter Regt. parked its aircraft there during a 50X1 air raid.
- Point 65. Ammunition Storage: consisted of about eight barracks [] Some looked like wooden railroad freight cars. Others were made of "dural" metal sheets. They were guarded 24 hours a day by military guards and one dog. Guards had orders to shoot anyone in the vicinity of the ammunition storage if the person did not stop after the guard warned him only once. [] passed by the ammunition storage once in November [] He heard that the 3rd Air Div. ammunition was stored there (type and quantity unknown [] Storage was not camouflaged.

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- Point 66. AAA Gun Position: similar to gun position, Point 2.
- Point 67. Row of Wooden Sheds and Annexes: tar-paper shed-type roofs: dimensions unknown [redacted] sheds 50X1 stored all kinds of oils, gas, lubricants, and alcohol (quantity and quality unknown).
- Point 68. Billets and Offices of the 14th Auxiliary Battalion (Pomocny Prapor). Wooden, tar-paper, low-pitched gable roof; no further information known [redacted] 50X1
- Point 69. Billets: same type of construction as billets, Point 68. [redacted] did not know who was billeted there.
- Point 70. Garages: under construction in 1953; brick; tar-paper, shed-type roof.
- Point 71. Building called "Kiosk": brick; shed-type roof; eight by eight by three meters; passenger cars were serviced there with gas and oil. 50X1
- Point 72. Mess Hall: brick, single story, dimensions unknown [redacted] tar-paper, low-pitched, gable roof; contained kitchen and a mess hall of "L", "LR", and "CH" diets. "L" was a diet for ordinary pilots; "LR" was a diet for jet pilots (the best food [redacted] and the "CH" diet was for draftees.
- Point 73. Recreation Building: wooden, on brick foundation; 85 x 15 x 5 m.; tar-paper, low-pitched, gable roof; built in fall of 1953; contained theater, library, etc.
- Point 74. Billets called "Nova Svobodarna": brick; single-story; tar-paper, low-pitched, gable roof; 150 x 15 x 4.5 m. Refer to Enclosure No. 5, [redacted] Sketch of the Billets. Entrance on northeast side. Housed officers and career air force personnel.
- Point 75. Recreation Building: wooden, on brick foundation; 85 x 15 x 5 m.; tar-paper, low-pitched, gable roof; built in fall of 1953; contained theater, library, etc.
- Point 76. Obstacle Course Area: 200 x 40 m.; dirt surface; described in detail in [redacted]
- Point 77. Entrance: from direction of Cervený Újezd \swarrow N 50-04, E 14-107. After the defection of the two airmen in the armored tank in July 1953, no draftee was permitted to enter or leave the air base alone through this entrance or through entrance at Point 21. Entrance was guarded 24 hours daily by military guards.
- Point 78. House: similar to house, Point 21.
- Point 79. Road: asphalt; six meters wide; led from Cervený Újezd to the airfield.
- Point 80. Barracks called "Stara Svobodarna": same dimensions and construction as billets, Point 74.
- Point 81. Barracks: under construction. [redacted] no further information. 50X1
- Point 82. Building: under construction; purpose unknown [redacted] 50X1
- Point 83. Kaolin Quarry: [redacted] this former quarry was used as target range for small arms. 50X1

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- Point 84. Barracks: same dimensions and construction as billets, Point 74. Barracks housed the troops of the 8th Fighter Regt.
- Point 85. Barracks: same dimensions and construction as billets, Point 74; housed the troops of the 5th Fighter Regt.
- Point 86. Barracks: same dimensions and construction as billets, Point 74; housed the troops of the 16th Fighter Regt.
- Point 87. Barracks: same dimensions and construction as billets, Point 74; billeted members of the 18th Supporting Battalion.
- Point 88. Barracks: same dimensions and construction as billets, Point 74; Source did not remember who was billeted there. Aid station was located there.
- Point 89. Entrance from Line: to the airfield; similar to entrance, Point 21; main entrance to the base. Guarded by military guards 24 hours daily.
- Point 90. Barracks: wooden; dimensions unknown [redacted] tar-pape^{50X1} shed-type roof. Source heard that the technical battalion (Technicky Prapor) was billeted there.
- Point 91. Barrack: similar to barracks, Point 90. Kitchen and mess hall located there.
- Point 92. Barrack: similar to barracks, Point 90. Housed the Auxiliary Technical Battalion (PTP).
- Point 93. Barrack: similar to barracks, Point 90.
- Point 94. Office Building: of the 20th Supporting Battalion; wooden, dimensions unknown [redacted] tar-paper, low-pitched, gab^{50X1} roof.
- Point 95. Four Barracks: wooden, dimensions unknown; tar-paper, low-pitched gable roof. Housed troops of the 20th Supporting Battalion. The last two barracks on the north side served as storage (for contents refer to [redacted]).
- Point 96. Parking Lot: for the 20th Prapor with few wooden garages for passenger cars.
- Point 97. Garages.
- Point 98. Road: asphalt, six meters wide; ditches on sides; led from Line to the airfield.
- Point 99. Former Kaolin Quarry: no longer in operation.
- Point 100. Storage: brick, dimensions unknown [redacted] tar-paper,^{50X1} gable roof; on top was a tower for airing out parachutes. Building contained parachutes for the entire 3rd Fighter Div. Canteen called "Arma" and crews' theater were located there.^{50X1}
- Point 101. Boiler House: [redacted] brick; half of the building was single- and half double-story; central heating was installed in all brick buildings but was not yet in operation. [redacted] never entered the boiler house; could offer no further information.
- Point 102. Building Under Construction: single-story, brick; eternite, low-pitched, gable roof; future purpose of building unknown [redacted].

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- Point 103. Building: "L"-shaped, single-story brick; dimensions unknown
 [redacted] purpose unknown to him. 50X1
- Point 104. Barrack: wooden; built in summer of 1953; dimensions unknown
 [redacted] guard house and stockade were located there.
 Guarded 24 hours daily by military guards.
- Point 105. Barrack: same details as billets, Point 69. Contained
 post office.
- Point 106. Barrack: wooden; tar-paper, gable roof; some offices were
 located there.
- Point 107. Main Administration Building: headquarters of the 3rd Fighter
 Div.; building was of same type and construction as billets,
 Point 74. [redacted] remembered that operations and teletype
 rooms were located there.

III. AIRFIELD INFORMATION:

1. Basic airfield information:

- a. Name of airfield: Dobrany
- b. Alternate name: Line
- c. Country: Czechoslovakia
- d. Coordinates: N 49-40, E 13-17

2. Location:

- a. Airfield was located about two kilometers northwest from Dobrany
 and about two kilometers southeast from Line.
- b. Roads, Points 22, 98, and 79, Enclosure No. 1, led to the airfield.

3. Dimensions:

- a. Airfield measured about 3,500 m. east and west and about 2,000 m.
 west and south.
- b. Shape of airfield was irregular.

4. Sketches

- (1) [redacted] Sketch of Dobrany Airfield.
- (2) Anti-aircraft-Gun Position at Dobrany Airfield.
- (3) Hangar at Dobrany Airfield.
- (4) Control Tower at Dobrany.
- (5) Barrack at Dobrany Airfield.

5. Runways and Surface:

- a. Runway, refer to Point 4, Encl. No. 1.
- b. Aprons, refer to Points 39, 44, and 54, Encl. 1. Taxi strips,
 refer to Points 7, 8, 12, 25, 29, 34, and 36, Encl. 1. There
 were no perimeter tracks on the airfield.

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- c. Airfield surface: concrete runway, taxi strips, hardstands. Remainder dirt and grass. Rising ground about three kilometers east. Steep slope southwest of runway, then again rising.
- d. Drainage, refer to Point 4, 7, and 8.
- e. Altitude was about 970 feet.

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7. Construction and Improvement:

- a. [REDACTED]
- b. No construction of a new runway.
- c. Buildings under construction, refer to Points 70, 81, 102, and 103, Encl. 1.
- d. Technical Devices - no information.

8. Obstructions:

- a. No hills in the immediate vicinity of the airfield.
- b. Power lines led along roads Points 22, 98, and 79, Encl. 1.
- c. Coniferous, 15 to 20 m. high trees on east, north, and west part of the airfield.
- d. No chimneys in the vicinity of the airfield.
- e. No other buildings were known [REDACTED] except those on the airfield.
- f. Other obstructions: Rising ground east of airfield.

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9. Technical Facilities:

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- a. Radio transmitters were located in Points 107 and 41; [REDACTED] did not know anything about their frequency. [REDACTED] heard that some transmitters were in Dobrany.
- b. Telephones were installed in most of the buildings which were connected with a telephone central whose location Source did not know. Field telephones were connected with following points: 78, 89, 21, 65, 12, 30, 60, and 58. Anti-aircraft gun positions, Points 2, 9, 24, and 66 were connected with the main administration building, Point 107. [REDACTED] no further information.
- c. Weather station was at Point 58, Encl. 1; however, [REDACTED] was to be transferred to Point 41.
- d. Signaling devices: Red landing lights were at each end of the runway at night. Along both sides of the runway and along the taxi strip, Point 7, lights of various colors were placed. Refer to Point 11. Red warning light was on top of Point 41. [REDACTED] unable to elaborate on the above signalling devices.
- e. Aircraft capacity. [REDACTED]
- f. Repair work was performed at Points 33, 38, 39, 43, 44, 53, and 54, Encl. No. 1.

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10. Supply:

- 50X1 a. Fuel: See [redacted], and to Point 48, this report, Encl. No. 1. For fueling methods refer to Encl. No. 1, Point 48. For storage refer to Encl. No. 1, Points 20, 67, 52, and 59.
- 50X1 b. Water faucets were located throughout airfield. Water works were in the vicinity of Points 82, 85, and 87. [redacted] 50X1 during a dry summer the airfield lacked water.
- c. Weapons, munition, and equipment. See [redacted]

11. Buildings:

- a. Hangars; refer to Points 38, 44, and 53, Encl. No. 1.
- b. Workshops; refer to Point 33, Encl. 1.
- c. Control tower, refer to Point 41, Encl. 1.
- d. Billets, refer to Points 15, 68, 69, 74, 80, 84, 85, 86, 87, 88, 90, 91, 92, 93, and 95, Encl. 1.
- e. Administration building, refer to Point 107, Encl. No. 1. Certain administrative offices were located in the following points: 38, 43, 53, 56, 57, 59, 67, 68, 84, 85, 86, 87, 94, 95, 104, 105, and 107, Encl. No. 1.
- f. Airfield had no hospital.
- g. Aid station was located in Point 88, Encl. No. 1. Each fighter regiment had one doctor. Two nurses were on duty 24 hours daily.
- h. Storage places were at Points 20, 48, 51, 57, 59, 67, 71, 95, and 65, Encl. No. 1.

12. Transportation Facilities: Roads, Points 22, 98, and 79, Encl. No. 1, led to the airfield from various cities. Railroad spur, Point 63, Encl. No. 1, branched off from main railroad line in Line and led to the airfield.

13. Administration and Personnel:

- 50X1 a. Authority - [redacted] 50X1
- 50X1 b. Personnel strength - See [redacted]
- 50X1 c. Regular Czechoslovak air-force uniforms: [redacted] there was no special unit identification on the uniforms of the troops.
- 50X1 d. Flying activity - See [redacted]
- e. Airfield had no special training schools. For flight training, see [redacted]

14. Meteorological Factors: [redacted] an all-year-round flying 50X1 was possible. For all-weather flying B1S or S-103 aircraft were used; for further information refer to [redacted].

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15. Defense Installations and Practices:

- 50X1 a. Anti-aircraft gun positions - refer to Points 2, 9, 24, and 66, Encl. No. 1.
- 50X1 b. [] did not see or hear of any radar installation of the airfield.
- 50X1 c. [] any special camouflage except that all installations on the building were painted light green.
- 50X1 d. Air raid shelters did not exist on the airfield.

16. Aircraft: []

Enclosures:

- 50X1 1. [] Sketch of Line (Dobransy) Airfield
2. [] Sketch of the AAA Position
3. Hangar at Dobransy Airfield
4. Control Tower at Dobransy Airfield
- 50X1 5. [] Sketch of a Barrack at Dobransy Airfield

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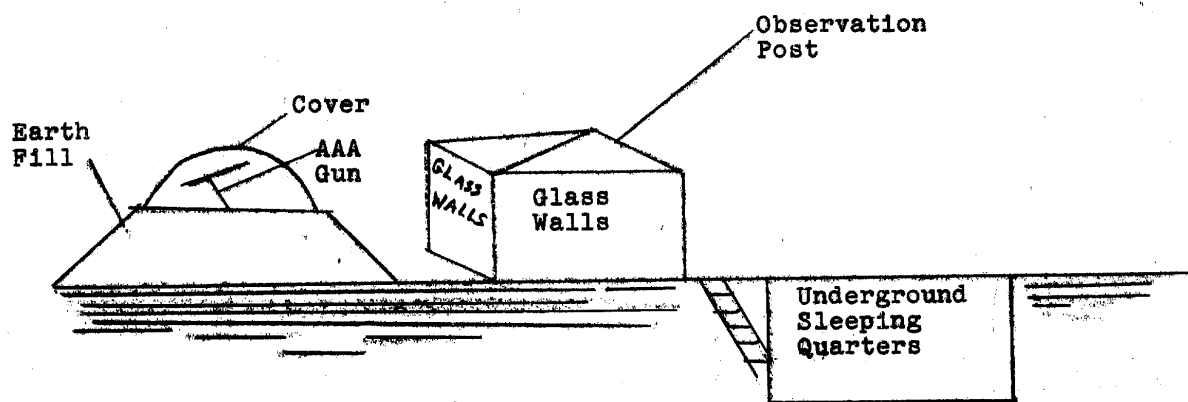
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Encl. No. 2:

Sketch of the AAA Position

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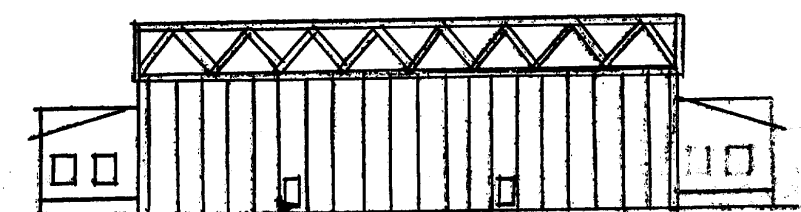
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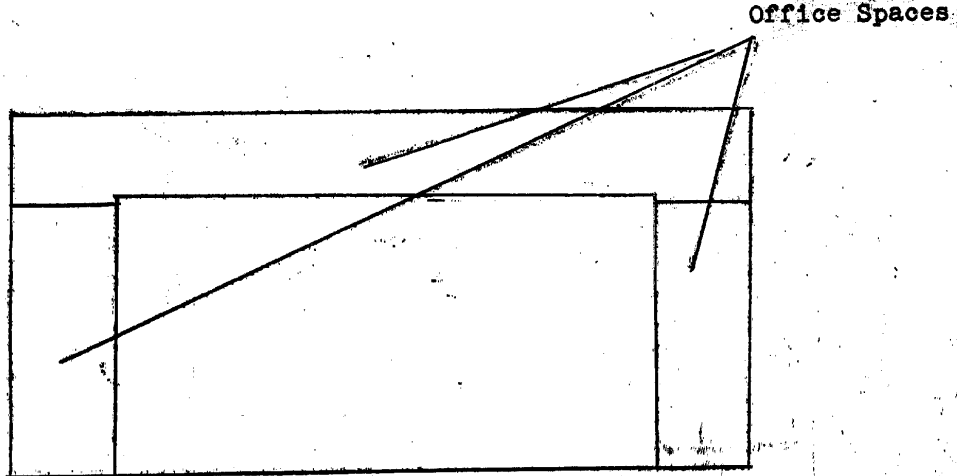
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Encl. # 3 Hangar at Dobrany Airfield

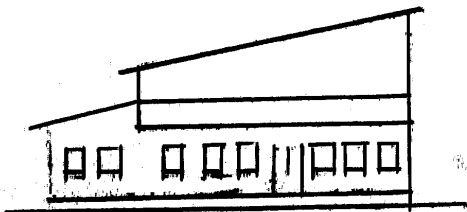
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Front View of Hangar



Floor Plan of Hangar



Side View of Hangar

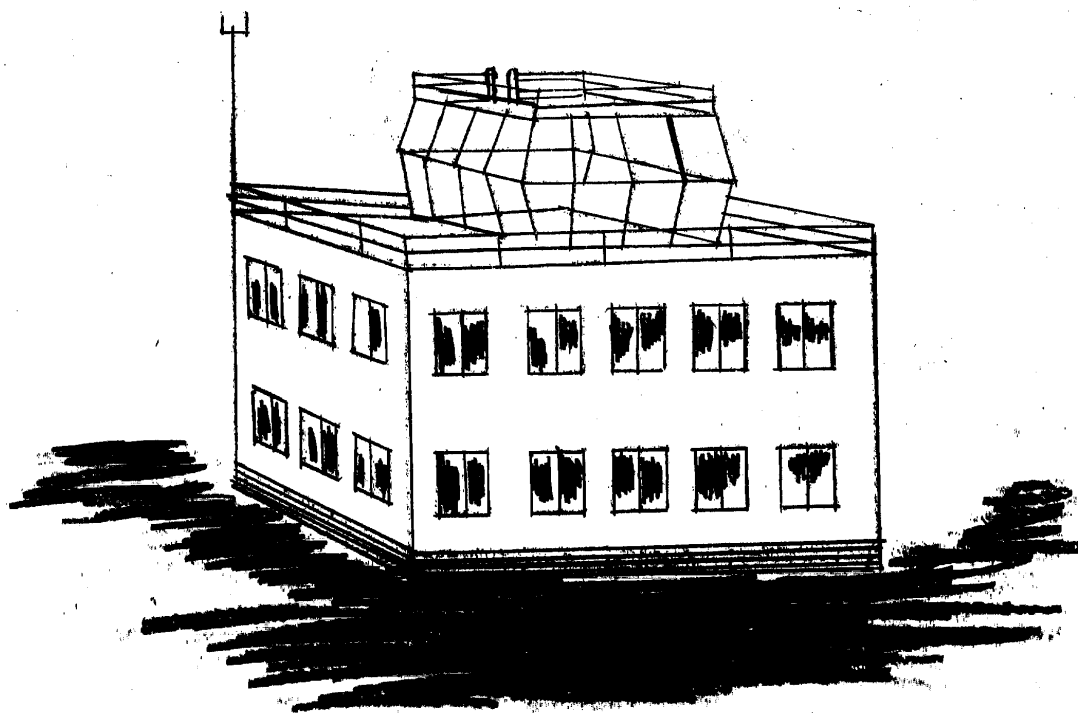
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Encl. No. 4 Control Tower at Dobrany Airfield

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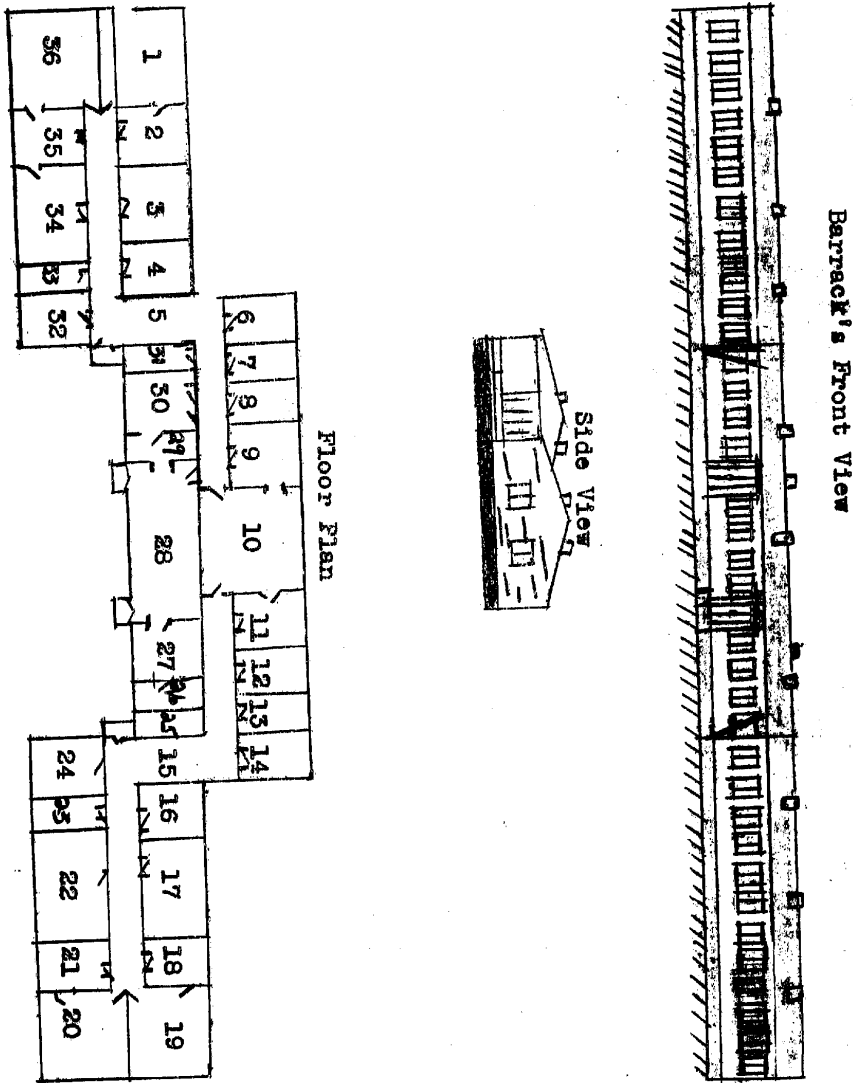
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Encl. # 5 Sketch of a Barrack at Dobrany Airfield
Note: Numbers indicated in floor plan represent room Numbers

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